

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report: 19. When handed in at Local Office: 14 APR. 1938 Port of: SUNDERLAND.

No. in Reg. Book: Survey held at: Sunderland Date, First Survey: Apr. 7 Last Survey: Apr. 8 1938 (No. of Visits: 2)

37177 on the Machinery of the Wood, Iron or Steel: AEL Y BRYN

Tonnage: Gross 4986 Vessel built at: Sunderland By whom: J. Taming & Sons, Ltd. When: 1938
Net 2941

Nominal Horse Power: Engines made at: Sunderland By whom: R.E. Mann & Sons, Ltd. When: 1938
Boilers, when made (Main): (Donkey)

No. of Main Boilers: Owners: Minster Steamship Co. Ltd. Owners' Address: (If not already recorded in Appendix to Register Book.)
Managers: Port: Sunderland Voyage:

No. of Donkey Boilers: Managers: H Surveyed: Afloat or in Dry Dock: Sunderland (State name of Dock.)

Steam Pressure in Main Boilers: Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers:

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

(Periodical surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. *Not required.*

Was a damage report made by anyone else? If so, by whom? *See Underwriter's papers.*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? *No* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? *No* If so, state reasons

Has the shaft now fitted been previously used? *No* Has it a continuous liner? *No* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft: State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft: *Good fit*

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? *Yes*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Complete.

Now done for Damage:-

State to have been caused by the vessel's striking a heavy wall whilst being moved from South Dock Sunderland on 1st April 1938.

Funnel placed in dry dock for repairs and outside fastenings examined. The tip of one blade of the bronze propeller found bent & worn.

Repair for Damage:-

The propeller removed, the pitch checked by the Engine Builders & found in order, the tip faired and a small piece bent in & dished off.

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or R.E.C. 140 lb., E.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and slight, in my opinion, as claimed without fresh record.

Survey Fee (per Section 29) £ 2 2 0 Fees applied for 14 APR. 1938
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : :
Received by me, 5/5 19 38 J.R.H.

Committee's Minute
Assigned

FRI. 22 APR 1938
See Std. J.B. 32349

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1142-0121

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to